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KEITH® RUNNING FLOOR II® Drive
Troubleshooting Instructions

Switching Valve Adjustment

Most switching valves are incorrectly replaced because they are out of adjustment. Always adjust the switching valve as described.

Tools you will need:
(2) 9/16" open ended wrenches.

Step 1:
Use the ball valve to stop the drive unit.
The ball valve is located toward the front of the drive unit, in front of the hydraulic cylinders. Move the ball valve handle toward the center of the trailer, which will allow the hydraulic oil to by-pass the drive unit. Disengage the P.T.O.

Step 2:
Loosen the 3/8" jam nuts located on the threaded rods on each end of the switching valve.
On each threaded rod, there are two flat washers and a rubber grommet. The 3/8" jam nuts are located between the switching valve and the washers. After loosening the nuts, adjust them toward the switching valve. Doing this will throw the switching valve out of adjustment. Repeat the process at the other end of the switching valve.

Step 3:
Start the truck engine and engage the P.T.O.
Let the clutch out slowly. Pull the ball valve toward you. The drive unit will move to the load or unload direction. The system will lock up and be under high pressure when the cylinders reach the end of the stroke. Immediately push the ball valve handle toward the center of the trailer. This will allow the hydraulic oil to bypass the system. At this point, the cylinders will be a t maximum stroke.

Step 4:
Disengage the P.T.O.

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Step 5:
Push the threaded rod in the direction that the cylinders are bottomed.
Slide the washers and rubber grommet out toward the loop on the cross-drive. Turn the 3/8” jam nuts out until they are tight against the washers. Then turn the first nut one extra turn. Bring the second nut up to the first nut and tighten the two together, setting the jam nuts.

Step 6:
Engage P.T.O.

Step 7:
Move the ball valve handle slowly, causing the hydraulic cylinders to travel to the opposite direction.
Let the cylinders travel until they lock up. Then push the ball valve handle to the center.

Step 8:
Disengage the P.T.O.

Step 9:
Push the threaded rod in the direction that the cylinders are bottomed. Slide the washers and rubber grommet out toward the loop on the other cross drive.
Turn the 3/8” jam nuts out until they are tight against the washers. Then turn the first nut one extra turn. Bring the second nut up to the first nut and tighten the two together, setting the jam nuts.

Step 10:
The switching valve adjustment is completed.

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